

Amendments to the Specification

Please amend paragraph 0026 as follows:

[0026] As best shown in Fig. 3, the propelling charge holder segments 26 have hooked ends 40 that are coupled onto a flange 42 on an aft projection 44 of the projectile body 12. The hooked ends 40 may have surfaces that contact both forward and aft surfaces (46 and 48, respectively) of the flange 42. The propelling charge holder segments 26 are maintained together and coupled to the flange 42 by the annular flange 38 of the igniter holder 34, which restrains the ends of the propelling charge holder segments 26, and by inward force from retracted folding fins 16. The fins 16 each have a notch 56 ~~50~~ that fits over the hooked ends 40 of the propelling charge holder segments 26.

Please amend paragraph 0029 as follows:

[0029] In addition to the narrow central portion 50, each of the segments 26 has a wider portion 52 at the opposite end from the hooked end 40. The narrow central portion is closer to a centerline 53 of the projectile 12 than either the wider portion 52 or the hooked end 40. The wider portion has sufficient width to accommodate the internal propelling charge increment 28 and the igniter holder 34 within. The narrow central portion 50 ~~52~~ is closer to the centerline 53 in order to allow retraction of the fins 16.

Please amend paragraph 0041 as follows:

[0041] As noted above, a user may use different numbers of propelling charge increments 126, in conjunction with the holder 122, to produce different amounts of propulsive force on the projectile 110. Once the propulsion system 118 is installed on the aft projection 144 of the projectile body 112, ignition of the propelling charges is initiated through the igniter 134. Ignition of the igniter 134 causing combustion of the propellant in the internal propelling charge increment 128, which causes ignition of the

propellant in the propelling charge increments 126, via the holes 136 138. Combustion of the propellant in the propelling charge increments 126 and 128 produces gases that are expelled in order to drive the projectile 110. After combustion of at least a majority of the propellant, the combustion also consumes most or substantially all of the holder 122 and the shells 162 of the propelling charge increments 126. The projectile 110 thus proceeds on its flight without the parasitic drag of a propelling charge holder. In addition, because the holder 122 is mostly or substantially fully consumed, there are no significantly-sized parts of the holder 122 that separate from the projectile body 112, to pose a possible hazard.